

VOLUME VI — NO. 7

TRENTON, NEW JERSEY

MAY-JUNE, 1948



Commissioner Miller presents Governor Driscoll with the spade used in breaking ground on Trenton Freeway during exercises on April 6. Standing at right is Mercer County Assemblyman Howard Keim. The American Legion color guard is from Trenton Post 93.

FREEWAY CONSTRUCTION STARTED WITH IMPRESSIVE EXERCISES

Governor Driscoll Breaks Ground for Modern Motorway

In spite of intermittent rains, the ground-breaking exercises of the Trenton Freeway were conducted on the afternoon of April 6. Governor Driscoll officially started the construction of the first section of this vital artery when he turned the first shovelful of earth on the old canal bed just north of Lewis Street. Commissioner Miller presided at the impressive ceremonies which were witnessed by a gathering of some 500 persons.

The Governor in making the principal address declared: "Fortunately, we are now passing from the talking stage and into the working stage of this great project. In all our major cities there is a crying need for more highways."

The Trenton Freeway when completed will represent one of the most advanced steps that have been taken to relieve urban traffic congestion. Not only will it take through traffic from the city streets, but it will serve the city to an even greater extent by affording a limited access highway for local and short haul vehicles.

The impressive program marking the ground-breaking included participation by city and county officials, the American Legion, members of the Legislature and officials of the Highway Department. The entire program was broadcast over radio station WBUD.

Hurley Named to Suggestion Committee

Charles A. Hurley, acting chief accountant, has been named by Commissioner Miller to succeed the late Marvin A. Howell as a member of the State Highway Department Suggestion Committee. Mr. Hurley, who is president of Mercer Council No. 4, Civil Service Association, brings to the Suggestion Committee a long and intimate knowledge of the workings of the Highway Department.

Writes on Lecture Series

The May issue of Better Roads features an article entitled, "Group Instruction for Field Men." The author is Julius J. Newmark, special engineer, and the story covers the lecture series

Plan Construction Of Parking Areas

Seven Locations Chosen on Route 25

With the rapid increase in the percentage of commercial traffic on New Jersey highways, the provision of proper parking places for such vehicles is becoming a matter of increasing concern, especially along highways with narrow shoulders. Trucks parked close to the pavement are traffic hazards and in addition one or more lanes may be lost to traffic due to the tendency on the part of drivers to shy away from such obstacles. Recently the operators of trucks parked on Route 26 Brunswick Pike were interviewed in order to obtain information relating to proposed truck parking facilities along this route. It was found that drivers are accustomed to make one stop between Trenton and Jersey City in fair weather and from one to three stops when weather is very hot or driving conditions bad. The average stopping time is three-quarters of an hour.

As a result of these studies seven pilot locations (between Trenton and Penns Neck circle) were selected for initial construction. At these points the existing 5-foot shoulder will be widened an additional 8 to 12 feet for a length of 200 feet plus a taper of 80 feet at each end.

If these seven parking areas prove to be successful, additional ones probably will be constructed on the Brunswick Pike and other highways. The survey was conducted by Willis Osborne and Wilfred Watson of Ralph Fisher's ofice with the aid of the State Police.

ries which have been held for the past two years.

Preparation of a stenciled book containing the lectures, questions and answers is nearing completion and will be available for distribution before the first of July.

A Record of Performance

"Actions speak louder than words," runs an old adage. In more homely language the late Governor Alfred E. Smith used to exclaim, "Let's look at the record." The most effective reply to the question, "How much work has the State Highway Department undertaken since V.E. Day?" is the record of performance.

This is a particularly proper procedure in view of the widely publicized reports of Highway and Public Works Departments throughout the country that their construction programs have been deferred because of the lack of plans or of manpower, the shortage of bidders, the inability to secure materials or the refusal of local officials to aid in the clearance of the right-of-way, particularly when it involves the displacement of persons from their homes.

The New Jersey Highway Department has been confronted with many if not all of these difficulties, yet it has pressed forward not in a spectacular fashion, but toward a goal which is outlined in the comprehensive plan. Urgency of need has been the yardstick that has been applied. With a backlog of work over a period of ten years of inactivity during the war and depression, the highway needs of the State are both many and diversified. Priorities have been established to insure that first things would be done first. At the same time the State has embarked on a new and important program of controlled access highways—parkways and freeways—the backbone of a new system of functional roads of tomorrow.

What then are the facts? Since March 1, 1946, a performance chart recently prepared by the Highway Department indicates that there have been 81 separate projects, both major and minor, which have been either begun and completed or are well under way. These represent a total construction cost of \$45,266,763, which together with the right-of-way costs of \$8,566,529 represents a grand total of \$53,833,292. These projects run all the way from the construction of new sign bridges on Route 25 in the vicinity of the Newark Airport to the new lift span now rapidly rising over the Passaic River between Newark and Harrison to be known as the Stickel Memorial Bridge. This bridge when completed will be an important link in improving the East-West facilities in this metropolitan area of Newark.

A series of significant charts have been prepared by the engineer of special assignments which tell the construction story in a vivid and telling fashion. They disclose, for example, that during the fiscal year 1945-46 there were appropriated a total of \$25,000,000, of which sum \$8,000,000 were actually let in contracts. The following year the Legislature appropriated \$34,000,000 for highway construction and maintenance; \$20,000,000 of this amount was let in new contracts. Up to and including July 1, 1948, it is anticipated that of the \$48,000,000 provided, \$47,000,000 worth of work will be either completed or under contract. By May 1, some \$32,000,000 had already been under contract.

The significance of this notable accomplishment will be seen when we recognize that this represents the largest dollar volume of work ever expended by the Department and the largest amount of major improvements ever to be made to the primary system. And all of this with a smaller number of engineers than at any period of peak production in the history of the State Highway Department. While on the basis of an adjusted 1926 dollar the year 1930-1931 stands out, it is to be remembered that during those years the Pulasky Skyway was being constructed with a separate division and a large engineering staff with headquarters in Jersey City.

The sum of the matter is this: Taking into consideration the present reduced personnel of the State Highway Department and the difficulties with which materials have been secured in the post-war reconstruction period, the Department has in all modesty made an outstanding record which reflects great credit upon all of the engineering staff who have joined together in this cooperative venture of service to the people of the State.

Spencer Miller, Jr.
State Highway Commissioner

Equipment Easily Wins Bowling Title

First 4 Teams Await Playoff Series

As expected for many weeks past, the Equipment team finished in the top spot of the regular season of the Highway Bowling League. It was strictly no contest as far as a close race was concerned until you get into the remaining brackets. Here competition flourished throughout the year. In fact, the final positions were not decided for the fourth and fifth teams until Dick Snyder, the anchor man on Electrical, came up with a split on his final frame. This break placed Machine Shop in undisputed possession of a spot in the play-offs.

Individual and team prizes for the season are as follows:

High single game: Joe Mizur, 249.

High three games: Joe Mizur, 610.

High average: Mark Stevens, 174.

High team single game: Equipment, 958.

High team three games: Equipment, 2,714.

Plans call for members of the teams taking in one of the big league baseball games and electing officers for next season at an annual banquet. Aside from the runaway aspects of the race, the season is looked upon as a most successful one. Already plans are under way to guarantee an even better one next year.

Inspection Wins Playoffs

In the playoff which followed the regular season, Inspection laid claim to the State Highway League championship, following their elimination of Equipment 2 to 1 and their victory over the Fernwood GIs who had defeated Machine Shop 2 to 1. The final was bitterly fought and Inspection had to go the full five games before the GIs succumbed by a 3 to 2 count. The members of the championship aggregation are: Charles Philhower, Thomas Ettenger, George Engemann, Arthur Nelson, John Teich, Jack Rochford, and Flavin Ireton. Congratulation, Champs.

'Singing' Dividers Heard on the Air

WOR Broadcasts Sound of Tires on Lane Separators

World-wide tribute has been given the New Jersey State Highway Department for originality in designs of arteries with built-in safety facilities. The "Singing" lane separators are the latest installations that continue to bring inquiries both from within the United States and foreign countries.

This design has been so practical that a few days ago the Mutual Broadcasting Company made a sound recording of the hum that occurs when car wheels are driven over the ribbed sections. It was used as a special feature on a broadcast and praise was showered on the State Highway Department for its continuous study of construction to help the motorists.

The latest link in the newly devised lane separators is on Route 6, east of the Route 23 circle intersection.

Your M. C. presents— THE LADIES... Bless Them



The little girl pictured here is a "cunning" miss, with the glint of russet in her hair... who is she?

There is no such thing as EXIT ONLY in the Highway. Its doors are always open to welcome the return of former employees.

Lavinia "Vinnie" Beckner, after an absence of some seven years, is enjoying the "old familiar routine" of key-punching in the Auditing and Accounting Bureau.

Evelyn Maley, on the other hand, although she returned to us for a brief stay, has taken leave once more to resume her "chosen career." Luncheon in her honor was held at the Hildebrecht and attended by Marilyn Kinter, Lavinia Beckner, Anne O'Connor, Mildred Friedman, Faye Schlesinger, Helen Desbrow, Mary Cunningham, Margaret Hunt, Dorothy Hunt and Mabel Beans. Evelyn was presented with a blue baby bunting.

Limelighting "chosen careers," in this issue, is our former Right-of-Way employee, Bertha Cunningham. Judging from the unique "confirming order" announcements of the birth of a son, it is obvious that young Robert, born April 7, met with all the Cunningham specifications.

This issue we are replacing our customary welcome mat with a nice "carpet-sized" one to greet three new gals—Doris DeCarlo (Maintenance Division), Pauline Konides and Waneta DeAngelo (Administrative Division).

May-time and "play-time" begins again... and Lillian Happ starts the vacation parade with a trip to Florida. Half the fun of such a trip (from a strictly feminine point of view) is shopping for THE clothes, in which department Lil had quite an experience. Due to a none-too-funny sleight of hand matter, Lil had to duplicate some of her purchases, but we hope the artful "magician" returned the unearned vacation wear.

Theresa Ryan wishes to express her gratitude for the thoughtfulness of the girls. The long weeks of waiting for her arm to knit, have been brightened by the surprise and pleasure of opening one gift a day from her "Sunshine Basket."

It should come as no surprise to you that our "Highway Glamour Gal" of the last issue is your co-editor of "The Ladies," Mabel Beans, whose birthday this month was noted with a radio announcement and recording. Apparently, unless some certain recording is specifically requested, the choice is left to the discretion of the disk jockey. Judging from his selection for Mabel, "Please, Mommie, Please," one selecting Woody Herman's "Mabel, Mabel," would have merited a commendation for his ingenuity.

Bye now.

Problem

Last month five Highwaymen went fishing. Bob, Frank and Joe in one boat and Jack and Dick in another. The men in the first boat agreed to divide their catch equally as did the two in the other boat. At the end of the day after they carried out their share-the-wealth plan each of the five men received the same number of fish. Further details reveal that Jack and Bob together caught 21 fish; Bob and Frank together, 30 fish; Frank and Joe together, 27; Joe and Dick together, 18. Now the \$64.00 question is: How many fish did each man catch? And, of course, how many fish did each receive?

Administration Division —BILL WARD—

The Highway Bowling Team finished second in its division in the Civil Service League. The team was captained by Frank Dunn and high man on the squad was Frank Matzer, both of the Administration Division. Some fellow by the name of Horner, who is reputed to work for Maintenance, is said to have rolled the highest single game, but no one believes this.

Charles A. Hurley gave a talk over the radio on the accounting system used in the Department.

A son, their second, was born to Florence and Arthur Egan in April. John Moore, who is the father of five sons, gave Art a special word of congratulation.

George Dederick has installed a rifle range in his cellar. How big a house does he have?

"Champ" Cintia tried to drive to New York without gas in the tank. A man in a service station revealed to him the principle by which a motor is driven and Champ reached New York without further incident.

The tabulating room has received two new sorting machines from I.B.M. Stanley Rosenberg, who should know, says they handle 425 cards a minute. How do you suppose the guy learned that?

Where the late J. D. Rockefeller used to give out ten cent pieces, Eddie MacIlroy now gives out plaid ties. Most everyone in his office is sporting one of those ties, but we'd cheerfully return all of them for another product from Scotland.

A member of this staff was at the Yankee Stadium, and in the course of the afternoon it was announced that patrons would be permitted to keep the balls hit into the stands, but that anyone who, in trying for a ball, interfered with the play would be ejected from the park (that's what the man said). A fellow sitting in the last row of the center-field bleachers, 575 feet from homeplate, muttered, "If I grab one, I'd like to see them try to put me out."

BRIDGE BRIEFS

—GEORGE HEFFERMAN—

By the time The Highway is printed Morris Goodkind will have been tendered a birthday party at the Trenton Country Club, on Monday evening, May 24th. The affair is to be sponsored by The Bridge Division Club in celebration of "Goodie's" 60th anniversary. Commissioner Miller will be a guest and the principal speaker. In addition to a full course dinner there will be dancing, entertainment, and gifts—token birthday gifts—for the ladies.

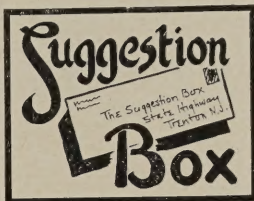
The Division was represented by an enthusiastic foursome in the recent Highway tournament.

The bridge force wishes to express its sincerest sympathy to the family of the late Bert Heron. His passing was a distinct shock to his many friends in the field and in the office. Al, or Bert, bridge inspected for the division for more than twenty years.

BRIEFS: Bill Campbell resigned on May 7 to join the Johnston & Johnston Company. A. P. Gabrenas and Marcel Ludasy are noon hour lobbyists at the State House... A. E. Lee confined to his home from illness. J. J. Krieg taking over Rt. No. 4 Parkway, Section 5-A... M. L. Vail, Rt. No. 4 Parkway, Section 5... Jack Sheenan masterminding Route No. 26 Extension here in Trenton... Jack Koffler with Gabriel; Charles Spence with Krieg... Lawrence Sperry, T. J. Allard, M. D. Anderson and W. J. Birks—welcome to the division forces. A. J. L. at N. A. S. S. in N. Y. C.



Prior to attending a luncheon in honor of Evelyn Maley, who is leaving the Department, the above ladies posed for this photograph for Leonard Leighton. From the left they are Margaret Hunt, Ann O'Connor, Evelyn Maley, Marilyn Kinter, Helen Desbrow, Dorothy Hunt, (rear), Faye Schlesinger, Mildred Friedman (rear), Mabel Beans, and Lavinia Beckner.



The Hyatt Roller Bearing Co. in Harrison, is an old established organization and has been making one product, roller bearings, for almost 60 years. When a Suggestion Plan was proposed several years ago, plant officials felt that the idea couldn't work successfully due to the years of specialization and the excellence of their product.

However, in the year 1947, 1,492 suggestions were received at Harrison from approximately 2000 employees and 431 awards made for adopted suggestions.

In the Highway Department we are likewise demonstrating that there are better ways to do things and that employees are using the Suggestion Plan to channel their thoughts to management.

When Commissioner Spencer Miller, Jr., established the Suggestion Plan in 1942, he did so to tap that vast reservoir of employee ingenuity. While the plan provides an opportunity to realize honorary awards and limited monetary awards for adopted ideas, it likewise enables the Department to keep its fingers on the pulse of employee thinking, and to come to know better the men and women who are sincerely interested in contributing to the progress of the Department.

There is much room for improvement in any organization to the alert and intelligent employee. How about reducing costs, conserving materials, reducing waste? Can you increase productivity and improve quality? Perhaps unnecessary work, processes or methods could be eliminated. Office methods and systems, as well as methods of operation, maintenance and construction may be improved. The reduction of absenteeism as well as matters affecting safety and health warrant study and form the basis for valid suggestions.

Send your ideas, completely worked out, to the

SUGGESTION BOX
State House Annex
Trenton

A. J. L.

Parkways for New Jersey

The State Highway motion picture "Parkways for New Jersey" is receiving favorable comment from all sections of the State as a result of continuous bookings. Audiences as far away as North Carolina and Massachusetts have been favorably impressed.

Talks on Urban Freeways

On Thursday, May 13, Commissioner Miller spoke before the Massachusetts Highway Association in Boston. The subject of his talk was "Freeway Construction in Urban Areas."

Northern Construction

—GEORGE H. CONNER—

On Friday, March 12, at 2 p. m., J. H. Driscoll, in charge of collections for the American Red Cross in the Northern District, arranged for a meeting in the Newark office. This meeting was attended by all the employees available at the time. A picture of Red Cross activities was shown, and Mr. Schweitzer, assistant director of Red Cross activities in the Newark Chapter, gave an interesting talk. The contributions amounted to 130 percent more than last year.

Felix J. DiFrancisco, a junior engineer, has been assigned to our Linden office under Oscar Vogle.

Fred F. Beck, principal engineer, is back on the job after a minor operation.

Michael Loprete, assistant engineer (soils), has been assigned to Maurice Radus. Our worries regarding soils are over—with "Mike" on the job.

Bill Kays, principal engineer, is back on the job after a trying winter with sickness.

PROJECTS PARAGRAPHS

—E. L. MEYER—

The Projects Division is pleased to welcome back two of its employees who have been laid up for some time.

George Cubberley is back at his desk again after having been out for a couple of weeks with a "strep" throat.

Also back at work again is Henry Weber, Jr., who, having survived an attack of the gripe, was struck by a car on his first day back and laid up for two more weeks.

Henry was painfully but not too seriously injured. He was taken to St. Francis Hospital for stitches in the head and treatment for shock. He still has a bad limp caused by a leg and knee injury.

Frank Harris has been reappointed Recorder of Lawrence Township for a period of three years.

Irving Noble and Harry Barker have left the office to resume their activities in the field. However, Joe Sorrenfo and Ed Osif are still with us.

John Houman, lucky fellow, is sporting a new Dodge sedan.

Peter Tuozzolo recently returned from Detroit where he bowled in the National Matches. His average was just slightly under two hundred and he hopes to be in on the prize money.

Museum Exhibit

The New Jersey State Museum is currently featuring a traveling exhibit entitled "The Story of the Atom." It was produced by Life Magazine in cooperation with the Atomic Energy Committee.

ELECTRICAL FLASHES

—JOSEPH MAHAN—

It is with deep regret that we report the sudden death of Jeremiah O'Brien, operator on the Route 25M Passaic River Bridge, who was struck by a car and killed on April 26 while in the performance of his duties. Mr. O'Brien came with this Department on January 1, 1931, and his sudden death is a shock to his host of friends both in and out of the Department.

ON AND OFF THE SICK LIST: Norman Lewis, electrical mechanic, now at home recuperating from an operation; J. W. Eades, junior highway engineer, now back on the job following lengthy illness and doing very well; Bill Rasmussen, Joe Hunt, Andy Snellgrove, William Cavanaugh, who have recovered from various minor ailments and are now back hale and hearty.

Charles Curtis, Alex. Dickson, Al Wilson and Ralph Stouffer, bridge operators, are still on the sick list, but we hope they'll be back in shape soon now that spring seems to be really here.

Welcome to the new electrical draftsman: Bob Fine, and the Krasnansky boys, Frank and Steve.

GOOD NEWS! John Kilpatrick, of the Trenton Office, has at last purchased a residence on Bordentown Road and expects to move in about June 1; and now Frank Harris and Walter Shuetz, who work out from Fernwood, are looking around hoping to do likewise. Good luck, boys, but it's a rough assignment.

Tony Russo, of the Trenton office, left for Fernwood on May 12 to take up his new duties in Building 20.

LABORATORY LINES

—PEG BEATTY—

Co-workers of Jack Carpenter sincerely hope for his continued improvement as he resumes work following an illness of two weeks.

Fishing again has captured the interest of our men here, and girls too, as that season fast approaches. We wish them a heap of luck on every trip.

John Henry is leaving in June for a two months' trip to Ireland and, knowing John as we do, we feel quite sure that a visit to the Blarney Stone is on the itinerary.

Our best wishes go to Helen Lansing as she resigns to take up another career, "her family," which was recently augmented by the arrival of a daughter.

George Hutchinson, as a member of the State Employee Council Committee, is to be commended for the time and effort he devoted toward helping to effect a salary increase for State employees.

We are happy to have with us again Fred Forrest, who has been on the sick list for several weeks, part of which time hospitalization was necessary.

Johannesson Returns

After a six months' leave of absence, during which time he basked in the Arizona sunlight, Sigvald Johannesson returned to his desk at 148 W. State St. The Planning and Economics chief looks brown as a berry and completely recovered following his rest.

CORRECTION

In reporting in the last issue of THE HIGHWAY on Woodstown's unique snow removal method, Walter Reeves was referred to as the mayor. Walter writes to say that he is not in politics and never has held that exalted position. Reeves says, "I only lend a hand to the good citizens of our town and those who run it in an effort to keep it up and coming."



Photo by Henderson

The old horse with the twisted right foreleg is waiting to be destroyed by State Police after breaking through the planking on the Maurice River bridge at Millville. The dejected old man on the extreme right is Jack Vanevar, his owner, and Captain Harry Klawitter of the Millville police force is holding the horse. Through prompt action on the part of the Highway Department, this accident produced a happy ending.

FARMER'S HORSE BREAKS LEG — UNUSUAL SETTLEMENT FOLLOWS

Prompt Action and Inter-Department Cooperation Produce Quick Results

On April 16 an old horse owned and driven by Jack Vanevar of Millville broke through a plank in the flooring of the Maurice River bridge and broke his leg. This accident, which resulted in the horse being destroyed, was but the beginning, however, of a nice little story. In brief, it runs something like this.

Vanevar is a very old man—82, to be exact—who lives with his wife on the outskirts of town. Here he manages to make a living by cultivating a small piece of land and selling his garden and dairy products in Millville and nearby Bridgeton. His sole means of transportation, so necessary to his livelihood, was the horse he lost.

Upon receiving word of this accident, the Compensation and Claims Office dispatched Dick Snyder to check the facts. His investigation disclosed the State's moral responsibility beyond any doubt as well as the necessity of making immediate adjustment of Vanevar's claim. That same night Snyder was relating the story to a friend employed at the Bordertown Prison Farm and was informed that replacement might possibly be made from the farm's stables inasmuch as plans were in effect to mechanize all farm equipment and sell all horses.

The following morning the matter was referred to Commissioner Miller and Deputy Commissioner Francis Gerry of the Department of Institutions and Agencies. It was decided that since the horses which were to be sold would bring small amounts in today's market, the State would save money if one of them were turned over to the Highway Department for delivery to Vanevar.

The next problem to be settled was the matter of getting the horse to Millville. This detail was turned over to the Equipment Division. At the Fernwood Service Station under the expert supervision of Bob Ettinger and Frank O'Brien, whose experience with equines goes back over half a century, a rack-body truck was fitted out and dispatched to the prison farm.

At Bordertown a touch of drama entered the story, for here friendships of long standing were to terminate. The horse selected for delivery to Millville was named Harry, and he was one of a team that had worked together under the same driver for ten long years. This driver, an old colored inmate, had grown to love the horses more and more with the passing of time, and it was hard for him to believe that his four-footed friend was going out of his life forever. That is why he stood by with tears streaming down his cheeks as Harry was loaded into the truck. The horses, too, seemed to know that this was a final parting for they neighed back and forth until

the truck had rumbled out of sight.

At Millville Harry was unloaded safe and sound at the home of Vanevar who viewed him with pride. "I'm sure getting the best of this," he exclaimed as he signed a paper releasing the Highway Department from further claims and prepared to drive his new acquisition into town. Compensation and Claims feel they got off cheap, and a lot of thanks goes to Institutions and Agencies. Everybody is happy. That is, nearly everybody, and that's why we think this is a nice little story.

Broadcasts Win Public Approval

New Series Planned Over Station WNJR in Newark

Two series of broadcasts to inform the public of the operations of the State Highway Department have now been completed over Station WNJR.

The scripts were in conversational form and gained such favorable comment that a new program will be prepared to begin at the end of the summer months. It is expected that the arrangement will be continued for alternate Monday nights at 9 p. m., over the Newark News Station WNJR.

The introductory talk was given by State Highway Commissioner Spencer Miller, Jr.

The others who explained the functions of various phases in the important work of road building were:

Charles M. Noble, State Highway engineer;

Alex W. Muir, superintendent of Maintenance;

Edward E. Reed, supervising engineer, State Aid Projects;

Fred H. Baumann, chief of the Laboratory Division;

Mrs. Laurence N. Wilson, Mrs. Vance R. Hood (Blue Star Drive) symposium with Commissioner Miller;

John W. Aymar, supervisor of Bureau of Appraisals and Negotiations;

Morris Goodkind, bridge engineer;

Charles A. Hurley, acting chief auditor and accountant;

Otto H. Fritzsche, acting director, Bureau of Planning and Economics;

Harry D. Robbins, supervising construction engineer, and

Edward W. Kilpatrick, assistant State Highway engineer.

Golf Tournament Won by Kownacky

Tops Field With Card of 82 — Stephan and Voorhees Runners-up

Johnny Kownacky (Curran) of Auditing carded an 82 to lead the field in the third annual State Highway golf tournament held at Greenacres near Trenton on May 15. Kownacky finished four strokes up on Walter Voorhees and Jack Stephan of Survey and Plans with Fred L. Gerard two strokes farther back.

Last year's winner and defending champion, John Deter, of Electrical, slipped to 92 and wound up in third place. The winning score in the 1947 tournament was 84. As a result of his victory, Kownacky joins Deter as the holder of one leg on the trophy.

Many of the contestants whose average games run between 85 and 95 experienced a bad day. In fact, of the 37 entered only nine broke 100, and one of these, Russ Cook, of Equipment, just squeezed by with a 99. Others with scores under the century mark were: Amos Holt, 96; Frank Young, 97, and Harold Giffin, 98.

Betty Levie was the ladies' only representative again this year. After 3-putting 16 greens, Betty wound up with a 129. Kicker winners were Milt Swackhammer, Steve Barnocky, K. Rosser, J. R. Schuyler, Betty Levie, Bryson Bugbee, Fred Baumann, Loren Shortz, and William Pfister.

The tournament was under the direction of a committee composed of Fred Baumann, chairman; Barnocky, Levie, Bugbee, Geller, and Cook.

Answer to Problem

Jack and Bob together landed 21 fish, while Bob and Frank together caught 30; which proves that Frank's exceeded Jack's by 9.

Further, Frank and Joe together caught 27, while Joe and Dick together hooked 18, which proves that Frank caught 9 more than Dick. Thus the catches of Jack and Dick were alike.

Adding together the given paired catches, we have a total of 96 fish, and in this total the catches of Frank, Joe, and Bob are each represented twice, while Jack's and Dick's are represented only once.

Jack and Dick must have caught two-fifths of the party's entire catch, since it was told that the combined catches of these two men gave to each the average catch of the whole party.

Therefore 96 fish equal eight-fifths of the total catch, and that total must have been 60. Having proved that Jack and Dick each caught one-fifth, or 12 fish, and applying these known quantities to the given pairings, we learn that Bob caught 9, Frank 21, and Joe 6.

MANY WIN SUGGESTION AWARDS AT BRIDGE DIVISION FORUM

Wide Variety of Subjects Discussed by Panel of Experts

The Bridge Division Club sponsored a Forum Meeting in the Terrace Room of the Stacy Trent Hotel on April 1 for employees of the Division.

Employees were asked in advance to submit questions for discussion in writing on any phase of their employment. Several cash prizes were offered as incentives.

A panel of experts was provided to discuss the questions and select those considered most valuable. This board included Morris Goodkind, bridge engineer, chairman; Charles M. Noble, state highway engineer; Harry Walsh, Civil Service committee chairman; Charles Yard, Civil Service classification officer, and L. C. Petersen, assistant bridge engineer.

The following employees submitted a total of 41 questions:

Chester Smith, Marcell Ludasy, Wilbur H. Spencer, David R. Lawshe, George Gordon, J. F. Evans, Jr., J. R. McKeever, S. M. Rankin, C. H. Spence, A. J. Lichtenberg, J. J. Koffler, A. P. Garbrenas, S. Hedin, A. H. Stetser, W. C. Simon, C. M. Fox, J. Krieg, G. A. Heffernan, Ken Yates, H. R. Gabriel, Paul Geiser, P. H. Burch, C. D. Weller.

The subject matter covered by questions included: delay in holding qualifying Civil Service examinations, salary inequities, need for an expanded personnel division, sponsoring of educational courses, visits to construction projects for study, improved office and field details and methods, preparation of design standards, personnel shortage, weighing materials at batching plants, efficiency rating grades, modernizing drafting room, etc.

The judges awarded first, second and fifth prizes to A. J. Lichtenberg, J. F. Evans, Jr., won third place, and P. H. Burch fourth place.

John H. Patrick was chairman of the Forum and provided an excellent dinner in addition to a humorous finale to the Forum. John J. Sheenan, club president, presided. It was the consensus that Forum sessions such as these were productive of usable constructive thoughts and did much to promote a better esprit de corps. Additional meetings are planned for the future. Forty-nine were in attendance.

Very truly yours,
(S) MRS. E. J. GOLDBERG



The Departmental Reference Library has received the following literature for its shelves. Anyone desiring these and other publications can obtain same by contacting E. J. Birch, Ext. 354, or by calling at Room 235.

Public Personnel Review—a quarterly journal of the Civil Service Assembly of the United States and Canada.

A New Constitution of the State of New Jersey—Approved by the Delegates of the People of New Jersey.

Federal Legislation and Rules and Regulations relating to Highway Construction, by Bureau of Public Roads.

Descriptive List of Laws and

Joint Resolutions Enacted by the State of New Jersey Session of 1947.

Federal Aid Highway Act of 1948—H.R. 5888 (H.R. 4867 and 4868).

Budget Message of Gov. Alfred E. Driscoll for fiscal year ending June 30, 1948.

Magic Motorways—by Norman Bel Geddes.

Federal Works Agency—8th Annual Report for 1947.

The Necessity of Permanent Salary Increases in the Career Service of the State of New Jersey—a preliminary report by the Council of State Employees.

E. J. BIRCH

WATCH GROUND BREAKING



Some interested spectators at the ground-breaking for the Trenton Freeway. Among them are Carl Teegen and John Hulse at left, and William Voorhees and Frank Snedaker at right.